



Norfolk Southern Corporation
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E1-3047

CD

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July 31, 2007

VIA DHL EXPRESS

Ms. Victoria Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, S.W., Room 1106
Washington, DC 20024

Re: STB Docket No. AB-290 (Sub-No. 293X) – Norfolk Southern Railway Company–
Abandonment Exemption – in Norfolk and Virginia Beach, Virginia

Dear Ms. Rutson:

In a letter dated June 25, 2007, the Commonwealth of Virginia's Department of Historic Resources asked Norfolk Southern to complete its Project Review Application Form and to provide associated documentary materials with respect to the above-captioned abandonment.

A copy of the completed form is enclosed. Also enclosed are copies of the maps and photographs which were attached to the completed form, along with a copy of the Revised Historic Report. The revised report notes that the segment of the line located within the City of Norfolk, between Milepost VB 4.8 and its western terminus at Milepost VB 0.12 is now the subject of an Agreement in which the City of Norfolk would acquire the right-of-way following abandonment for use as a public transit corridor. The other revisions in the historic report are minor, non-substantive editorial changes.

Very truly yours,

Kathy C. Headrick

Kathy C. Headrick

Enclosures
(original and two copies)

Project Review Application Form

This application must be completed for all projects that will be federally funded, licensed, or permitted, or that are subject to state review. Please allow 30 days from receipt for the review of a project. All information must be completed before review of a project can begin and incomplete forms will be returned for completion.

I. GENERAL PROJECT INFORMATION

1. Has this project been previously reviewed by DHR? YES X NO DHR File # 2007-0837
2. Project Name Abandonment of 15.34 miles of Norfolk Southern Railway
3. Project Location Norfolk and Virginia Beach
City Town County
4. Specify Federal and State agencies involved in project (providing funding, assistance, license or permit). Refer to the list of agencies and abbreviations in the instructions.

Lead Federal Agency STB

Other Federal Agency COE, EPA, NPS, NRCS, USFWS

State Agency DEQ

5. Lead Agency Contact Information

Contact Person victoria Rutson, Chief, Section of Environmental Analysis

Mailing Address 395 E Street, S.W., Washington, DC 20423

Phone Number (202) 245-0295 Fax Number

Email Address

6. Applicant Contact Information

Contact Person Kathy Headrick, Norfolk Southern Corporation

Mailing Address Three Commercial Place, Norfolk, VA 23510

Phone Number (757) 629-2889 Fax Number (757) 533-4884

Email Address kathy.headrick@nscorp.com

II. PROJECT LOCATION AND DESCRIPTION

7. USGS Quadrangle Name Norfolk South, Va; Kempsville, Va; Princess Anne, Va; Virginia Beach, Va
8. Number of acres included in the project 119.001 acres (15.34 miles of rail line with 64' ROW)

MAIL COMPLETED FORM AND ATTACHMENTS TO:
Virginia Department of Historic Resources
Attention: Project Review
2801 Kensington Avenue, Richmond, VA 23221
www.dhr.virginia.gov

9. Have any architectural or archaeological surveys of the area been conducted?

YES
NO ☒

If yes, list author, title, and date of report here. Indicate if a copy is on file at DHR.

10. Are any structures 50 years old or older within or adjacent to the project area?

YES
NO ☐ See Bridge List

If yes, give date(s) of construction and provide photographs.
photographs attached

11. Does the project involve the rehabilitation, alteration, removal, or demolition of any structure, building, designed site (e.g. park, cemetery), or district that is 50 years or older? If yes, this must be explained fully in the project description.

YES
NO ☐ See Historic and Environmental Reports

12. Does the project involve any ground disturbance (e.g. excavating for footings, installing sewer or water lines or utilities, grading roads, etc.)? If yes, this must be explained fully in the project description.

YES
NO ☒

13. DESCRIPTION: Attach a complete description of the project. Refer to the instructions for the required information. See Historic and Environmental Reports attached

To the best of my knowledge, I have accurately described the proposed project and its likely impacts.

Kathy Headrick
Signature of Applicant/Agent

7/30/07
Date

The following information must be attached to this form:

- ☒ Completed DHR Archives search
- ☒ USGS map with APE shown
- ☒ Complete project description
- ☒ Any required photographs and plans

<input type="checkbox"/> No historic properties affected <input type="checkbox"/> No adverse effect	
<input type="checkbox"/> Additional information is needed in order to complete our review.	
<input type="checkbox"/> We have previously reviewed this project. A copy of our correspondence is attached.	
Comments: _____	

Signature _____ Date _____	
Phone number _____ DHR File # _____	
<i>This Space For Department Of Historic Resources Use Only</i>	

MAIL COMPLETED FORM AND ATTACHMENTS TO:

Virginia Department of Historic Resources
Attention: Project Review
2801 Kensington Avenue, Richmond, VA 23221
www.dhr.virginia.gov

Revised Historic Report Proposed Rail Line Abandonment

Proposed Action and Alternatives

Norfolk Southern Railway Company (NSR) proposes to abandon 15.34 miles of rail line between milepost VB 0.12 at a point near Park Avenue in Norfolk, Virginia and VB 15.46 at a point near Birdneck Road at the railroad's Oldfield station in Virginia Beach, Virginia. The line proposed for abandonment, has been dormant for about five years, except for the movement of about one car per month on the segment of the line between milepost VB 0.12 and VB 1.75 until August, 2006. The only alternative would be not to abandon the line and to retain the track in place. This alternative is not satisfactory.

Service on the portion of the line between Milepost VB 1.75 and Milepost VB 15.46 was discontinued effective December 30, 2004 pursuant to a notice of exemption in *Norfolk Southern Railway Company – Discontinuance of Service Exemption –In Norfolk and Virginia Beach, VA*, STB Docket No. AB-290 (Sub-No. 258X) (STB served November 30, 2004). Service on the remaining portion of the line between Milepost VB 0.12 and Milepost VB 1.75 was discontinued effective August 6, 2006 pursuant to the STB decision in *Norfolk Southern Railway Company – Discontinuance of Rail Service- Petition for Exemption –In Norfolk and Virginia Beach, VA*, STB Docket No. AB-290 (Sub-No. 269X) (STB served July 7, 2006).

A map delineating the line proposed for abandonment is attached as **Appendix A**.

The segment of the line located within the City of Norfolk, between Milepost VB 4.8 and its western terminus at Milepost VB 0.12, had been the subject of a Memorandum of Understanding and now is the subject of an Agreement in which the City of Norfolk would acquire the right-of-way following abandonment for use as a public transit corridor. No salvage would occur on the Norfolk segment, as it would be acquired with track, bridges and other improvements intact. While no definite plan for the remainder of the line between Milepost VB 4.8 and its eastern terminus at Milepost VB 15.46 has been made, after the abandonment the track and materials could be salvaged and the property could be sold for a more productive use. Such uses could include an extension of the planned light rail transit system or other public uses such as walking or biking trails, a trolley line or a dedicated bus lane. Any of these potential uses would produce long-term environmental and social benefits.

The alternatives to abandonment are to retain the track in place over all portions of the line or to only maintain the track in place to resume service to the one recently active shipper; however these are not feasible alternatives. A large portion of the segment has been dormant with no active rail service and the abandonment of the entire line will provide the City of Norfolk with a corridor over which light rail service can be provided to the residents and visitors of Norfolk, Virginia.

Additional Information

U.S.G.S Topographic Map

Maps were furnished to the Virginia Department of Historic Resources.

Written Description of Right of Way

The width of the corridor is 64'. Property surrounding the right of way is 35% unimproved, 37% residential 20% industrial and 8% forest.

Photographs

Photographs were furnished to the Virginia Department of Historic Resources.

Date of Construction of Structures

NSR does not have information to indicate the dates of construction of the railroad bridges listed in **Appendix B**.

History of Operations and Changes Contemplated

The Norfolk and Virginia Beach Railroad and Improvement Company constructed the Virginia Beach Line from a point just east of Broad Creek near downtown Norfolk, Virginia to the Virginia Beach Oceanfront from 1882-1883. After several corporate successions described below, the Virginia Beach Line became part of the property of the old Norfolk Southern Railway Company that was incorporated on September 19, 1939 as successor in reorganization to Norfolk Southern Railroad Company. Norfolk Southern Railroad Company, which was incorporated in 1910, had been operated under receivership between 1932 and the date of reorganization.

In 1974, the Norfolk Southern Railway Company that was incorporated in 1939 was

acquired by Southern Railway Company and became part of Southern Railway Company's railroad system. Southern Railway Company and Norfolk and Western Railway Company, which had been consolidated as subsidiaries under Norfolk Southern Corporation in 1982, merged into a single operating railroad, Norfolk Southern Railway Company, in 1990. Thus, in 1990, the old Norfolk Southern Railway Company property that included the Virginia Beach Line became part of the property of the current, much larger Norfolk Southern Railway Company

Marshall Parks (1821-1900), a Norfolk, Virginia businessman who owned property on the Atlantic Ocean in Princess Anne County, Virginia which is east of Norfolk, organized the Norfolk and Sewells Point Railroad Company, incorporated by the Virginia General Assembly in March 1872. Princess Anne County was then a sparsely settled rural area with fewer than 9,000 residents. The Norfolk and Sewells Point Railroad Company had little capital and built no track in its nearly ten years of corporate existence. In 1882, Mr. Parks secured additional financing and changed the name of the Norfolk and Sewells Point Railroad Company to the Norfolk and Virginia Beach Railroad and Improvement Company. The Virginia General Assembly approved the reorganization of the company under the new name on January 14, 1882. Later that year, the company purchased the Seaside Hotel and Land Company and that company's land holdings on the oceanfront approximately 6 miles south of Cape Henry.

In 1883, the Norfolk and Virginia Beach Railroad and Improvement Company built and opened a narrow gauge line of railroad approximately 17 miles long, soon thereafter consisting of about 18.9 total miles of track. The line originally ran between Broad Creek,

a point about 3 miles east of downtown Norfolk, Virginia and the company's holdings of approximately 1,600 acres of real estate on the Atlantic Ocean at the eastern end of Princess Anne County, Virginia. The line also ran along the beach for approximately 2 ½ miles. The Virginia Beach Line was built in about seven months because the level terrain and the need to bridge only one waterway of consequence, the Lynnhaven River, made the construction relatively easy. The line originally had a 3-foot narrow gauge and was constructed of steel rail weighing 30 pounds per yard, which was quite light, even for that era. The company originally owned 3 locomotives, 15 passenger cars, 3 box cars and 6 platform cars.

Mr. Parks named the oceanfront area in Princess Anne County, which the Norfolk and Virginia Beach Railroad and Improvement Company owned and planned to develop, "Virginia Beach."

The trip to the oceanfront from downtown Norfolk originally required a short boat ride from a wharf in downtown Norfolk on the Elizabeth River to a landing about three miles away at Broad Creek. The trip to Virginia Beach from Norfolk originally took one hour but the company soon reduced the time to thirty-five minutes. In the summer of 1884, the company completed the line back across Broad Creek and into Norfolk, making possible an all-rail trip from Norfolk to the Atlantic oceanfront at Virginia Beach. The alignment on which the present rail line is constructed is essentially the same as the line's alignment in the 1880's.

The Norfolk and Virginia Beach Railroad and Improvement Company encountered financial difficulties soon after its formation. The railroad carried 6,565 passengers over a

total of 4,680 miles for the first summer season from July 28, 1883, the date when the line officially opened, to September 30, 1883. The company's total capital stock and debt outstanding on this date was \$255,612, of which \$197,000 was owed under 6 percent, 30-year mortgage bonds and \$12,000 was floating debt. The road's earnings of \$5,994.44 did not meet its expenses of \$9,250.00 in 1883. On December 19, 1884, Corporation Court Judge D. Tucker Brooke appointed a receiver for the company. Mr. Parks stepped down as president of the railroad.

In 1884, Pennsylvania Congressman James H. Hopkins of Pittsburgh, one of the company's original directors, replaced Marshall Parks as president of the Norfolk and Virginia Beach Railroad and Improvement Company. Mr. Hopkins could do no more than Mr. Parks had done to keep the company solvent. On May 17, 1887, the railroad, and 1,500 acres of land were sold under foreclosure at public auction for \$170,000 to Mr. C. W. Mackey, also a Pennsylvania Congressman. Mr. Mackey reorganized the company as the Norfolk and Virginia Beach Railroad Company.

The only further information that we have concerning the Virginia Beach Railroad and Improvement Company is that they were the successor company to the Seaside Hotel and Land Development Company, incorporated in 1880, which built the Virginia Beach Hotel and a pavilion at the oceanfront. In the foreclosure sale referenced above, the Virginia Beach Hotel was sold and thereafter remodeled and reopened as the Princess Anne Hotel. Otherwise, we have no information, other than the general information concerning passenger service to the oceanfront area stated in the narrative, on the extent to which the railroad had an impact on the development of Virginia Beach. It should be

apparent, however, that with the foreclosure and the sale of the hotel and the oceanfront land owned by the company in 1887, the company played no further direct role in the development of Virginia Beach except as a rail carrier of passengers and freight.

In 1891, the Norfolk and Virginia Beach Railroad Company acquired the Danville and Seaboard Railroad Company, which had never constructed any track, and consolidated the two companies to form the Norfolk, Albemarle and Atlantic Railroad Company. The consolidation was motivated by the desire of the Norfolk and Virginia Beach Railroad to expand its gauge to standard gauge. The company's charter would not allow this without amendment by the Virginia General Assembly and the company did not want to spend time securing a charter amendment. The Danville and Seaboard Railroad chart enabled anyone with the necessary resources to build a broad-gauge line from Danville to anywhere in Virginia that they desired.

The Norfolk, Albemarle and Atlantic Railroad became insolvent by May 1893, putting railroad improvements and expansion that had been planned for four years on hold. The company had assumed the liability of the interest on bonds issued by its predecessor, which totaled \$25,000. Although the railroad carried a record 142,441 passengers to Virginia Beach for the year ending June 30, 1893, the company's net income of over \$10,000 was not enough to offset its liabilities. As a result, the company was placed in receivership. George S. Jones was named receiver and took possession of all the company's property and accounts on May 25, 1893.

After two years of staving off foreclosure, because of a default of interest payments on certain bonds, the Norfolk, Albemarle and Atlantic Railroad Company suffered a

foreclosure sale of its property by decree of court in 1896. The Norfolk, Albemarle and Atlantic Railroad Company was acquired at the public auction by the New York Vanderbilt interests on April 26, 1896 and reorganized as the Norfolk, Virginia Beach and Southern Railroad Company, which was incorporated under Virginia law in May 1896. The new company had the capital to make necessary improvements, in particular, to finally change the gauge of the track to standard gauge. The Norfolk, Virginia Beach and Southern Railroad soon arranged with the Norfolk and Western Railway Company to run a coach on its famed "Cannonball" train daily between Richmond, Virginia and the siding in Virginia Beach next to the Princess Anne Hotel. The Norfolk, Virginia Beach and Southern Railroad also provided for the sale of tickets from all principal points in the United States and Canada to the lobby of the Princess Anne Hotel at Virginia Beach. Within one year of broadening the gauge of the track in 1897, the number of passengers carried by the railroad between Norfolk and Virginia Beach increased from 113,190 to 148,817.

When the Norfolk, Virginia Beach and Southern Railroad Company acquired the Norfolk, Albemarle and Atlantic Railroad Company, its principal railroad asset was the Virginia Beach Line. The Norfolk, Virginia Beach and Southern Railroad proceeded to build a 22.14-mile branch line from Euclid, VA (near present-day Witchduck Road in Virginia Beach) on the Norfolk-Virginia Beach Line to Munden, VA on Currituck Sound in Princess Anne County, VA. This expansion gave the company a total of 41 miles of rail line. This was the extent of the company's railroad property when Norfolk & Southern Railroad Company acquired the Norfolk, Virginia Beach and Southern in 1900.

Norfolk & Southern Railroad Company bought the property of the Norfolk, Virginia

Beach and Southern Railroad Company in January 1900. Norfolk & Southern Railroad Company was a successor to an earlier company that was named Norfolk Southern Railroad Company. This latter name also became the name of the 1910 successor company. That company kept the Norfolk Southern Railroad Company name until it was reorganized in 1939 as Norfolk Southern Railway Company.

The earlier Norfolk Southern Railroad Company was successor, by change of name effective January 1, 1883 to The Elizabeth City and Norfolk Railroad Company. That company was chartered by special act of the North Carolina Legislature in 1870, to build a line between Elizabeth City, North Carolina, and Norfolk, Virginia. The company completed the line, along with additional mileage to Edenton, North Carolina, in 1881. The 1883 Norfolk Southern Railroad Company went into receivership in 1889. The Norfolk Southern Railroad Company property was sold under foreclosure in May 1891 to the Norfolk & Southern Railroad Company.

In 1904, Norfolk Southern Railroad Company acquired the Chesapeake Transit Company. The Chesapeake Transit Company was an electric, standard-gauge line that was built from Norfolk, Virginia to Cape Henry, Virginia in Princess Anne County on the Atlantic Ocean near the entrance to the Chesapeake Bay. It was then built down the oceanfront to Virginia Beach, Virginia. The Chesapeake Transit Company line was opened for operation in November 1902. The Chesapeake Transit Company line was built to compete with the Norfolk & Southern Railroad Company's line to Virginia Beach, but separate operations of the two lines were not economically feasible and did not provide the best service to the public. The Chesapeake Transit Company line consisted of 26.3 miles

of route mileage when taken over by the Norfolk & Southern Railroad Company in 1904. The combined trackage of the two companies then constituted a single-track loop enabling operations in both directions between Norfolk and the Virginia Beach resort area on to Cape Henry and finally back to Norfolk through the use of sidetracks. After the combination of the two companies' lines, the company had the loop trackage electrified.

In 1904, Norfolk & Southern Railroad built a 7.40 mile extension to connect Euclid, Virginia Beach, on the line eastward from Norfolk, Virginia to Providence Junction, Virginia, which was on a disconnected line running southward from Norfolk, Virginia. Other track building and acquisitions brought the total mileage of the "Beach Lines" (between Norfolk, Virginia and Virginia Beach, Virginia, most of which was then Princess Anne County, Virginia) and the two branches from Euclid, Virginia in Princess Anne County, to about 80 miles of line.

In 1906, Norfolk & Southern Railroad Company, Virginia & Carolina Coast Railroad Company, Raleigh and Pamlico Sound Railway Company and Atlantic and North Carolina Company consolidated to form Norfolk & Southern Railway Company. One of the other predecessor companies included in the 1906 consolidation that formed Norfolk & Southern Railway Company was The Suffolk and Carolina Railway Company. Also in 1906, Bernard P. Holland, who had risen to the job of superintendent of the railroad at Virginia Beach by 1894 and who had assumed management of the Princess Anne Hotel on August 1, 1894, became the first mayor of the newly incorporated town of Virginia Beach, Virginia.

In 1906 the Norfolk & Southern Railway built Seaside Park, a vast amusement area at what is now 30th Street, in order to attract additional passengers. One source indicates

the park did not open until 1912. Just as the railroad was trying to attract additional ridership, a severe loss was incurred when just before dawn on June 10, 1907, a fire broke out in the kitchen of the Princess Anne Hotel and it was destroyed. This loss hurt the railroad for many years to come because the line to Virginia Beach depended to a greater extent than many other lines on revenue from passenger traffic. It was about twenty years before a large, first-class hotel, the Cavalier Hotel, was again built at Virginia Beach.

In 1910, Norfolk & Southern Railway Company was reorganized and reincorporated as Norfolk Southern Railroad Company. Norfolk Southern Railroad Company then comprised a continuous connected system of 504 miles of railroad from Norfolk, Virginia and Suffolk, Virginia on the north to Raleigh, North Carolina on the west, and to New Bern, North Carolina on the south. The network also included branches from Norfolk, Virginia to Virginia Beach, Virginia and Munden, Virginia, from Mackey's Ferry, North Carolina to Columbia, North Carolina and Belhaven, North Carolina and from New Bern, North Carolina to Oriental, North Carolina. In addition to this owned property, the company operated under lease the 95 miles of line of the Atlantic and North Carolina Railroad, which, with a disconnected piece of company owned track mileage between Morehead City, North Carolina and Beaufort, North Carolina gave the company a line westward from Beaufort, North Carolina through New Bern, North Carolina to Goldsboro, North Carolina.

In 1913, Raleigh, Charlotte and Southern Railroad Company merged into Norfolk Southern Railroad Company. By January 1, 1914, after absorption in 1913, of the Raleigh, Charlotte & Southern Railway Company, Norfolk Southern Railroad Company owned 787 miles of rail line and leased another 113 miles of rail line.

Beginning in June 1928, direct Pullman service over the lines of the Norfolk and Western Railway Company and the Norfolk Southern Railroad Company became available between Chicago, IL and the Cavalier Hotel in Virginia Beach. The Cavalier Hotel had opened in April 1927. Direct Pullman runs also started between New York and Washington and the Cavalier Hotel in that same month. The Pullman service continued until nearly the time the passenger service on the Virginia Beach Line ceased to operate in 1947. The segment of the Virginia Beach Line up the beachfront was abandoned in 1948.

Freight traffic on the Virginia Beach Line during the 1920s and 1930s consisted of food, mainly potatoes and produce, coal, lumber and sand and gravel. Operation of the line was never very profitable. It became even more uneconomical to operate the line, especially the track along the oceanfront and to Pungo, Back Bay and Munden, with the rapid decline in passenger traffic in the 1930s that accompanied the rise of the automobile and the construction of good, paved roads.

In 1935, Norfolk Southern introduced "railbus" cars, similar to trolleys, for service on the line. Maintenance of track and equipment suffered during World War II in part due to wartime shortages of materials. Then in late 1947, passenger service on the Virginia Beach Line ceased. Passenger service was formally discontinued on Norfolk Southern Railway Company lines in 1948. In 1961, the Norfolk Terminal Station was razed and Norfolk Southern Railway Company moved its headquarters to Raleigh, NC.

Southern Railway Company acquired Norfolk Southern Railway Company, along with its Durham and South Carolina Railroad Company and Norfolk Southern Industrial Development Corporation subsidiaries, on January 1, 1974, pursuant to an ICC decision in

ICC Finance Docket Nos. 27078 and 27079, for \$19,479,616 (374,608 shares of serial preference stock). Carolina and Northwestern Railway Company merged into Norfolk Southern Railway Company, January 1, 1974, pursuant to the same ICC decision in ICC Finance Docket Nos. 27078 and 27079.

On June 1, 1982, Norfolk and Western Railway Company, headquartered in Roanoke, Virginia, and Southern Railway Company, headquartered in Washington, DC with a substantial number of its offices also in Atlanta, Georgia, and their subsidiaries, consolidated as subsidiaries of Norfolk Southern Corporation, a non-carrier holding company, pursuant to authority granted by the Interstate Commerce Commission. Norfolk Southern Corporation established its corporate headquarters in Norfolk, Virginia.

After the Norfolk and Western Railway Company and Southern Railway Company consolidation as subsidiaries of Norfolk Southern Corporation, the Carolina and Northwestern Railway Company name was revived. Norfolk Southern Railway Company's name was changed to Carolina and Northwestern Railway Company to prevent confusion of the name of the smaller Southern Railway Company subsidiary with that of the larger parent holding company.

Durham and South Carolina Railroad Company was merged into Carolina and Northwestern Railway Company on April 1, 1987. Danville and Western Railway Company was merged into Carolina and Northwestern Railway Company on July 1, 1987. Assets of Southern Railway Company's Blue Ridge Railway Company subsidiary was transferred to Carolina and Northwestern Railway Company and Blue Ridge Railway Company dissolved November 18, 1987. On June 1, 1988, Carolina and Northwestern

Railway Company was merged into Southern Railway Company. Effective December 31, 1990, Norfolk and Western Railway Company became a subsidiary of Southern Railway Company, which changed its name to Norfolk Southern Railway Company and remained as a subsidiary of Norfolk Southern Corporation. Norfolk and Western Railway Company thus became a wholly owned subsidiary of Norfolk Southern Railway Company rather than a subsidiary of Norfolk Southern Corporation.

Pursuant to a notice of exemption filed in STB Finance Docket No. 33648, *Norfolk Southern Railway Company--Merger Exemption--Norfolk and Western Railway Company*, served August 31, 1998, Norfolk Southern Railway Company (NSR) merged Norfolk and Western Railway Company (NW) into NSR, effective September 1, 1998. The transaction was undertaken to simplify NSR's corporate structure and eliminate costs associated with separate accounting, tax, bookkeeping and reporting functions.

Norfolk Southern Corporation ("NSC"), parent to Norfolk Southern Railway Company ("NSR"), entered into a Transaction Agreement (the "Conrail Transaction Agreement") among NSC; NSR; CSX Corporation ("CSX"); CSX Transportation, Inc. ("CSXT"), a wholly-owned subsidiary of CSX; Conrail Inc. ("CRR"); Consolidated Rail Corporation ("Conrail"), a wholly-owned subsidiary of CRR; and CRR Holdings LLC, dated June 10, 1997, pursuant to which CSX and NSC indirectly acquired all the outstanding capital stock of CRR. The Conrail Transaction Agreement was approved by the Surface Transportation Board ("STB") in a decision served July 23, 1998 in STB Finance Docket No. 33388, *CSX Corporation and CSX Transportation, Inc., Norfolk Southern Corporation and Norfolk Southern Railway Company - Control and Operating Leases/Agreements -*

Conrail Inc. and Consolidated Rail Corporation. The transaction was closed and became effective June 1, 1999.

Throughout the history of railroad operations in the Virginia Beach, Virginia and Norfolk, Virginia areas, several rail line abandonments have been consummated:

In 1943, pursuant to authorization received in 1942 from the Interstate Commerce Commission (ICC), predecessor of the Surface Transportation Board (STB), Norfolk Southern Railway abandoned 5.09 miles of line between Back Bay (Pungo), Virginia and Munden, Virginia in Princess Anne County, Virginia. In 1948, Norfolk Southern Railway Company abandoned 3.5 miles of the Beach Lines, 16.5 of the 16.9 miles of line between Euclid, Virginia and Back Bay, Virginia and 6.29 of the 7.31 miles of line between Euclid, Virginia and Providence, Virginia in Princess Anne County, Virginia

In 1950, Norfolk Southern Railway Company abandoned the two small remaining segments of 0.4 miles and 0.98 miles of the two Euclid branches. Norfolk Southern Railway Company also abandoned 6.58 miles of the Beach Lines consisting of the Cape Henry-Virginia Beach-Lake Station segment. The 1948 and 1950 rail line abandonments facilitated the building or expansion of several roads, including Pacific Avenue, one block west of the closest street paralleling the Oceanfront in Virginia Beach.

In 1954, Norfolk Southern Railway Company abandoned another 8.35 miles of the Beach Lines between Little Creek and Cape Henry.

In 1955, Norfolk Southern Railway Company abandoned a 0.93-mile segment of the Beach Lines, reducing the railroad mileage operated in Norfolk and Princess Anne County, Virginia (Virginia Beach) to about half of its original length.

In 1971, Norfolk Southern Railway Company abandoned another 0.66-mile segment of the Beach Lines.

In 1977, Norfolk Southern Railway Company abandoned a 1.36-mile segment of rail line between Diamond Springs, Virginia and Shelton, Virginia in the City of Virginia Beach, Virginia.

In 1995, Norfolk Southern Railway Company abandoned a 1.64-mile line between Milepost VB 15.46 near Birdneck Road and Milepost VB 17.1 near Mediterranean Avenue at Virginia Beach, Virginia at the Oceanfront. Norfolk Southern sold the property to the City of Virginia Beach for intended use as a bike and walking trail.

Two studies of the Norfolk and Western Railway Company and Southern Railway Company systems provide detailed information on their history. They are: E. F. Pat Striplin, *The Norfolk and Western: A History* (Roanoke, Va.: The Norfolk and Western Railway Co., 1981) and Burke Davis, *The Southern Railway: Road Of The Innovators* (Chapel Hill, N.C.: University of North Carolina Press, 1985). Historical information on many of the railroads is also provided in the early archives of these railroads which are now in the collections on deposit at Virginia Polytechnic Institute and State University.

Norfolk and Virginia Beach both lie on the Chesapeake Bay and are part of a broader area known as Hampton Roads, named to honor Henry Wriothesly, Earl of Southampton and Treasurer of the Virginia Company in London. The earliest known inhabitants and first known history of the area dates back to 9500 B.C. Prior to 1607 the Chesipean Indians inhabited the area with a settlement near Great Neck Point located in what is now known as Virginia Beach. This settlement was called the Chesepioc

Settlement. A second settlement, the Skicoac Settlement, was located in what is now known as Norfolk. By the time English colonists reached the area these Indian settlements had been destroyed by the Powhatan Indians. In 1607 the first English ships arrived at Cape Henry, located in Virginia Beach. In 1634 the area consisted of 8 shires or counties. Virginia Beach and Norfolk were both part of the Elizabeth City Shire. Sometime between 1634 and 1691 Norfolk County was created and named for a county in England. In 1691 the Lower portion of Norfolk County was taken to form Princess Anne County which was named in honor of the youngest daughter of King James. Princess Anne County later merged into the City of Virginia Beach.

Norfolk incorporated as a city in 1845 and has long been an important seaport. It served as an early center of trade with England and the West Indies. The city has been plagued with many catastrophes including complete destruction at the hands of Colonial troops to prevent the British from occupying the territory during the Revolutionary War. Norfolk was the only American town completely destroyed and rebuilt. The city also survived a large fire in 1804 which destroyed more than 300 homes and warehouses and the Yellow Fever in 1855 which claimed one-third of Norfolk's residents. During the Civil War Norfolk suffered destruction again, but its waterways and fertile farmland enabled it to quickly recover. Railroads opened the way for transportation of coal to the Norfolk port and enabled trade activities that made Norfolk a great world port.

The first landfall of the Jamestown colonists in 1607 was at Cape Henry, in the northeastern part of what is now called Virginia Beach; however, the settlers quickly left the area because they were unable to grow food in the area's soil. Today, the site is within

the boundaries of Fort Story, a U.S. Army installation used for training by the Army, Navy, and Marines. Since the 1880's Virginia Beach has been a popular resort destination, with passenger rail service beginning in 1883 to transport visitors from Norfolk to the oceanfront. Railroad operations are an integral part of the history of the area and have contributed to trade, commerce and overall economic success. The city is the most populous in the Commonwealth of Virginia and the fortieth largest city in the United States. Virginia Beach is listed in the *Guinness Book of Records* as having the longest pleasure beach in the world. The City is located at the southern end of the Chesapeake Bay Bridge-Tunnel, the longest bridge-tunnel complex in existence. Virginia Beach incorporated as a town in 1908 and as a city in 1952.

Sources concerning the development of Virginia Beach, which contain some references to the railroad line between Norfolk and the oceanfront at Virginia Beach and from which some of the information in this narrative was found, include Stephen S. Mansfield, *Princess Anne County and Virginia Beach: A Pictorial History* (Virginia Beach: Donning, 1989); The Virginia Beach Public Library (team of 5 writers), *The Beach, A History of Virginia Beach, Virginia*, revised edition, 1996; an Internet essay by J. Mark Souther, *Twixt Ocean and Pines: The Seaside Resort at Virginia Beach, 1880-1907* and an Internet site: *MEET MARSHALL PARKS, Founder of Virginia Beach* by C. W. Tazewell, Editor, which in turn contains references to some stories in the Virginian-Pilot newspaper of Norfolk, VA, mainly from the 1980s. *Norfolk: The First Four Centuries*, by Thomas C. Parramore with Peter C. Stewart and Tommy L. Bogger; *Norfolk, Virginia: The Sunrise City by the Sea, A Tribute to Photographer Carroll H. Walker, Sr.*, by Amy Waters Yarsinske;

and *Norfolk: Historic Southern Port*, by Thomas J. Wertenbaker with Marvin W. Schlegel are among the sources for additional information on the history of the City of Norfolk.

Summary of Documents in Carrier's Possession that Might be Useful for Documenting a Structure that is Found to be Historic

While plans may be available for the structures on the line, it is most likely that any such plans are standard plans used for the construction of similar structures on the dates of construction.

Opinion Regarding Criteria for Listing in the National Register of Historic Places

NSR's opinion is that neither the structures on the line to be abandoned nor the line itself meets the criteria for listing in the National Register of Historic Places. The only structures on the line are bridges; there are no railroad buildings or other types of structures present. The bridges are mostly very short and are all relatively modern and ordinary in design and construction. None of the present bridges is original to the line. The bridge structures are not distinguished in any way. The line passes through industrial, residential and unimproved areas. NSR has no reason to believe that there is any likelihood of finding historic properties on the line proposed for abandonment.

Subsurface Ground Conditions that Might Affect Archaeological Recovery

NSR is not aware of any prior subsurface ground disturbances or environmental conditions that would affect archaeological recovery. Moreover, abandonment of the line and any salvage of material from its surface which may occur will not affect any potential archaeological resources. The subsurface of the right-of-way was initially disturbed in the construction of the railroad line by grading and filling. Abandonment and any salvage of the line which may occur will not result in activities below the surface, or below the level of initial disturbance.

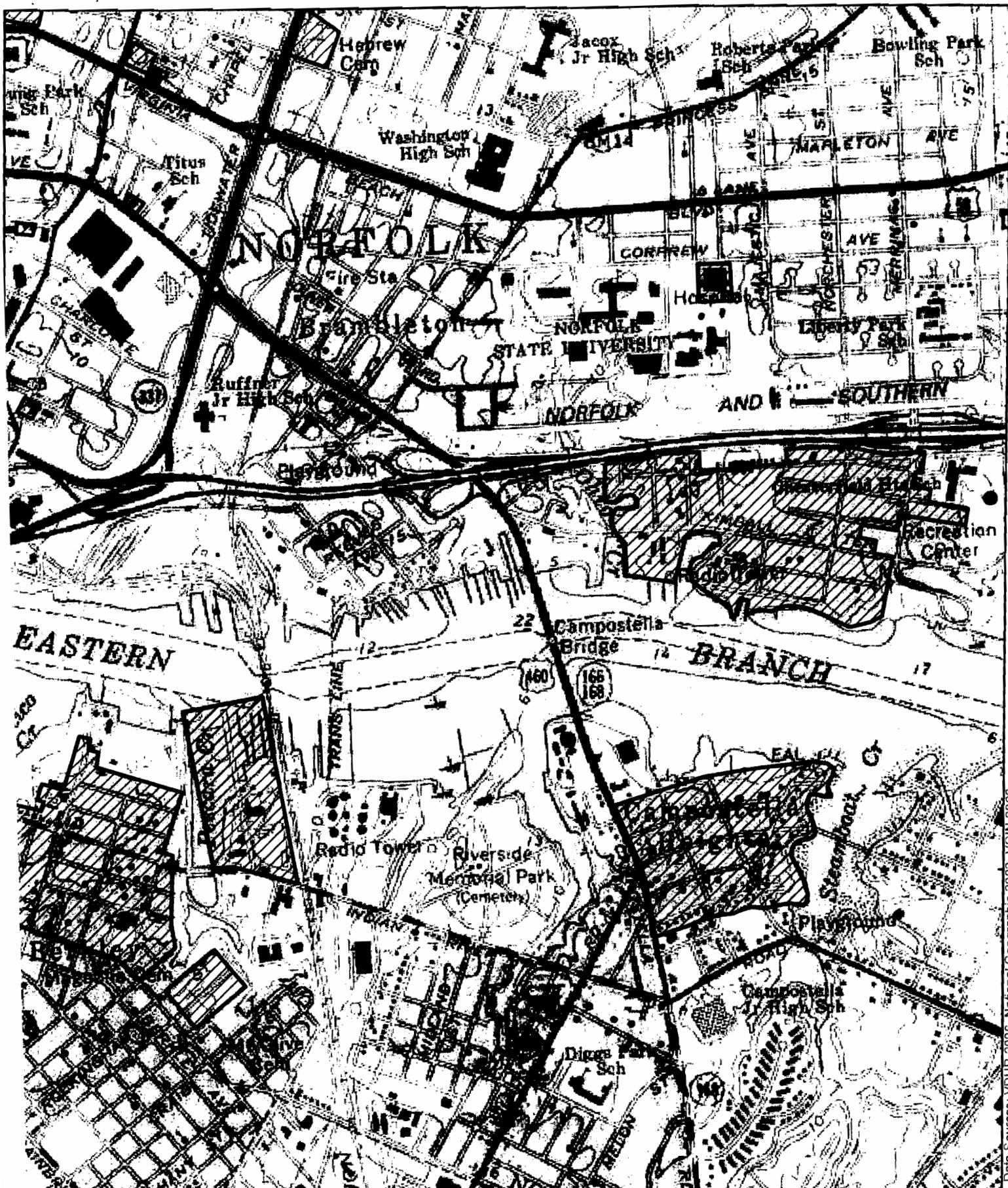
Follow-Up Information

NSR will provide any relevant and available additional information as required or appropriate.

Appendix B



Norfolk Southern Railway Company
Abandonment in Norfolk and Virginia Beach, Virginia
Bridge List

Milepost	Spans	Bridge Type	Deck Construction	Length in Feet	Year Constructed	Name of Crossing
VB 0.90	4	Timber Trestle	Open	52	unknown	Ohio Creek
VB 2.00	6	Timber Trestle	Open	74	unknown	Cedar Creek
VB 2.80	76	Mixed Span	Open	1,014	unknown	Broad Creek
VB 4.30	2	Concrete Box	Ballast	20	unknown	waterway
VB 8.30	10	Timber Trestle	Open	120	unknown	Thalia Creek
VB 12.10	13	Timber Trestle	Open	162	unknown	London Bridge



Project: Norfolk-Va Beach Line abandonment
 Owner: Norfolk Southern Corporation
 Location: Norfolk South, VA
 Date Created: March 30, 2007
 Prepared By: Kathy Headrick



0 0.05 0.1 0.2 Miles

-  Archaeological Sites
-  Architectural Resources

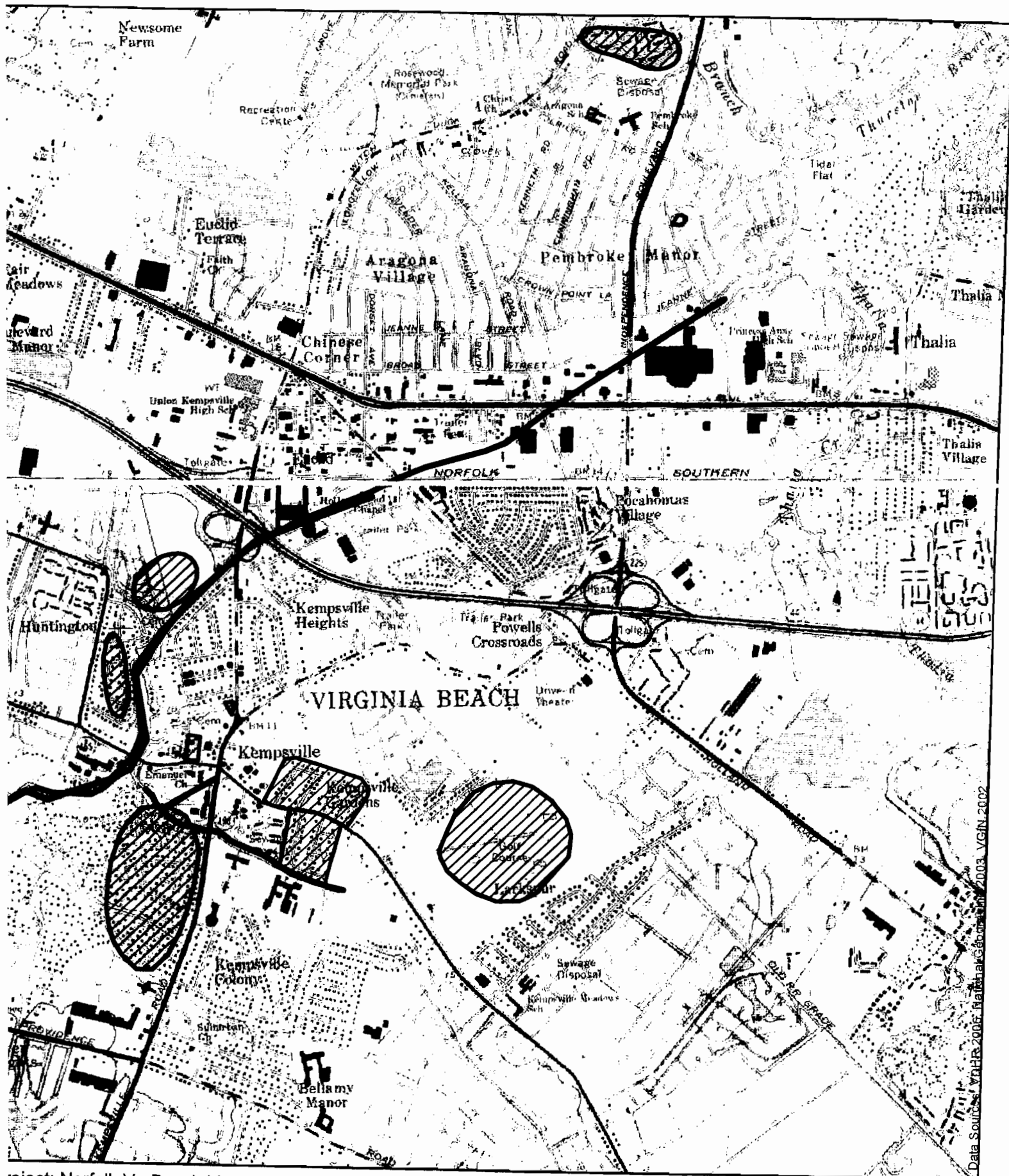


Project: Norfolk-Va Beach Line abandonment
 Client: Norfolk Southern Corporation
 Location: Kempsville, VA (1)
 Date Created: March 30, 2007
 Prepared By: Kathy Headrick

0.00 0.09 0.18 Miles



-  Archaeological Sites
-  Architectural Resources

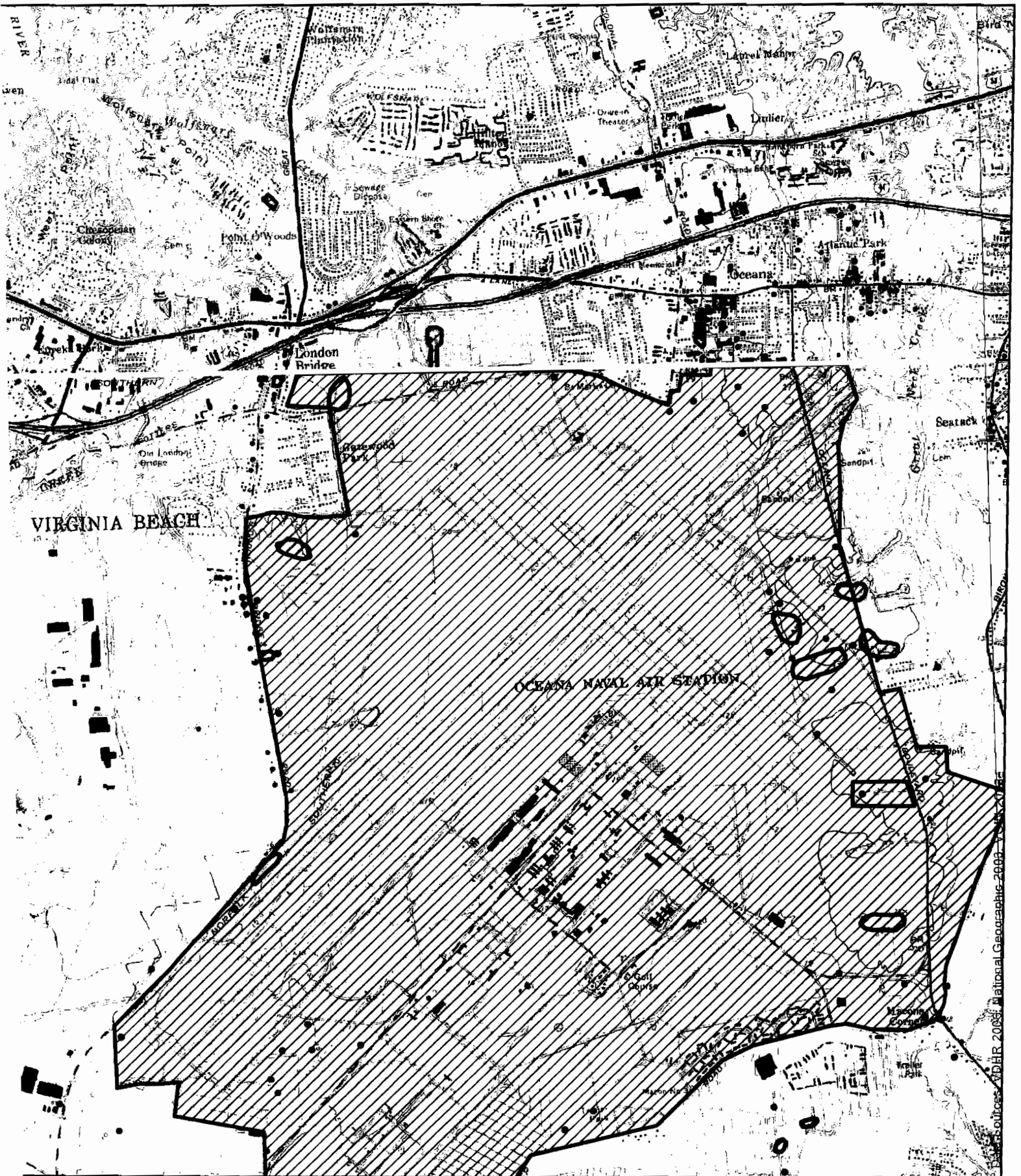
Data sources: VIMS 2006 National Geographic 2006 VIMS 2006



Project: Norfolk-Va Beach Line abandonment
 From: Norfolk Southern Corporation
 Location: Kempsville, VA (2)
 Date Created: March 30, 2007
 Created By: Kathy Headrick



0.0375 to 0.15 Miles

-  Archaeological Sites
-  Architectural Resources

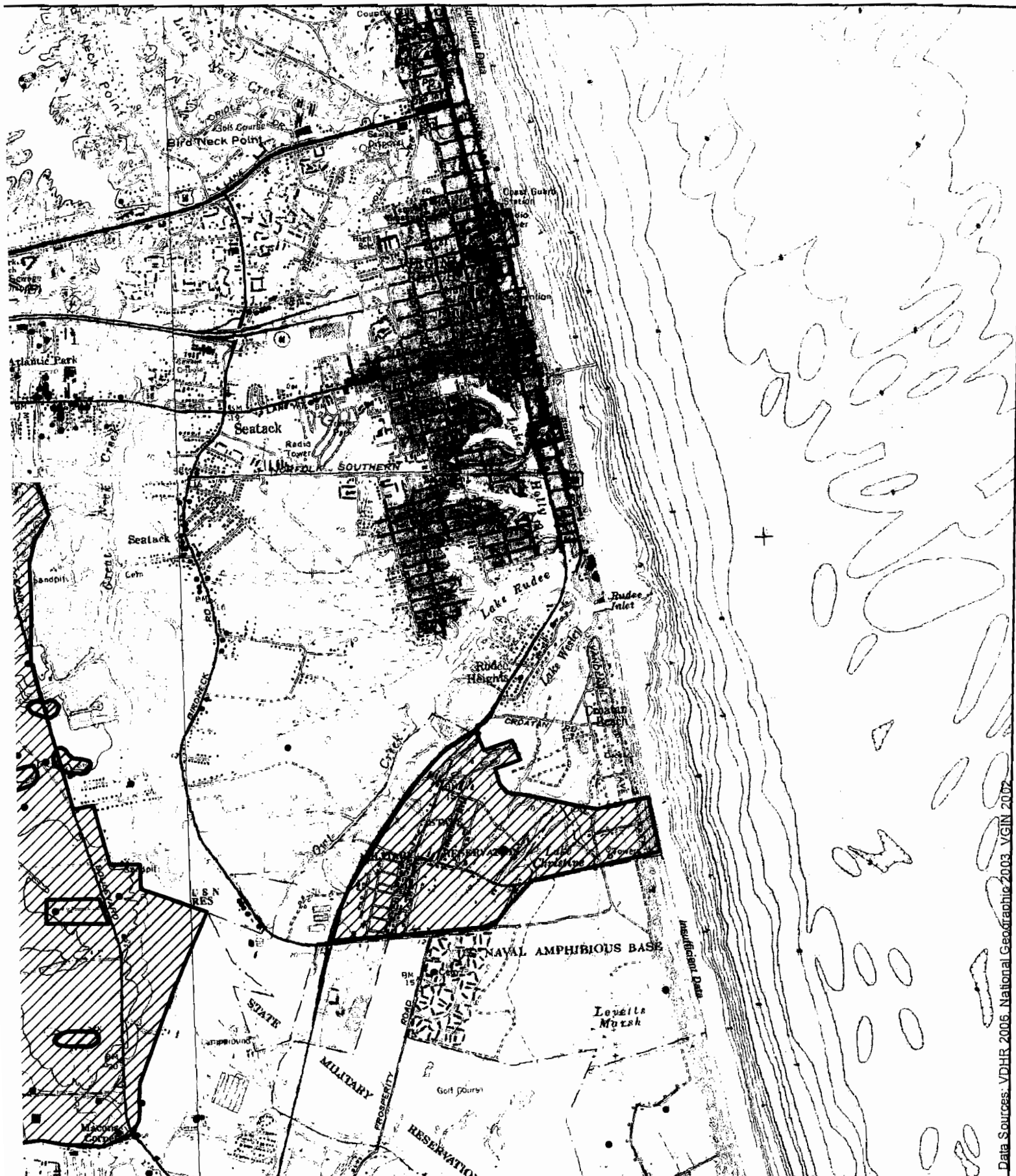


Project: Norfolk-Va Beach Line abandonment
 Client: Norfolk Southern Corporation
 Location: Princess Anne (2)
 Date Created: March 30, 2007
 Prepared By: Kathy Headrick

0.08 0.1 0.2 Miles

-  Archaeological Sites
-  Architectural Resources

Map Sources: MHR 2003, National Geographic 2003



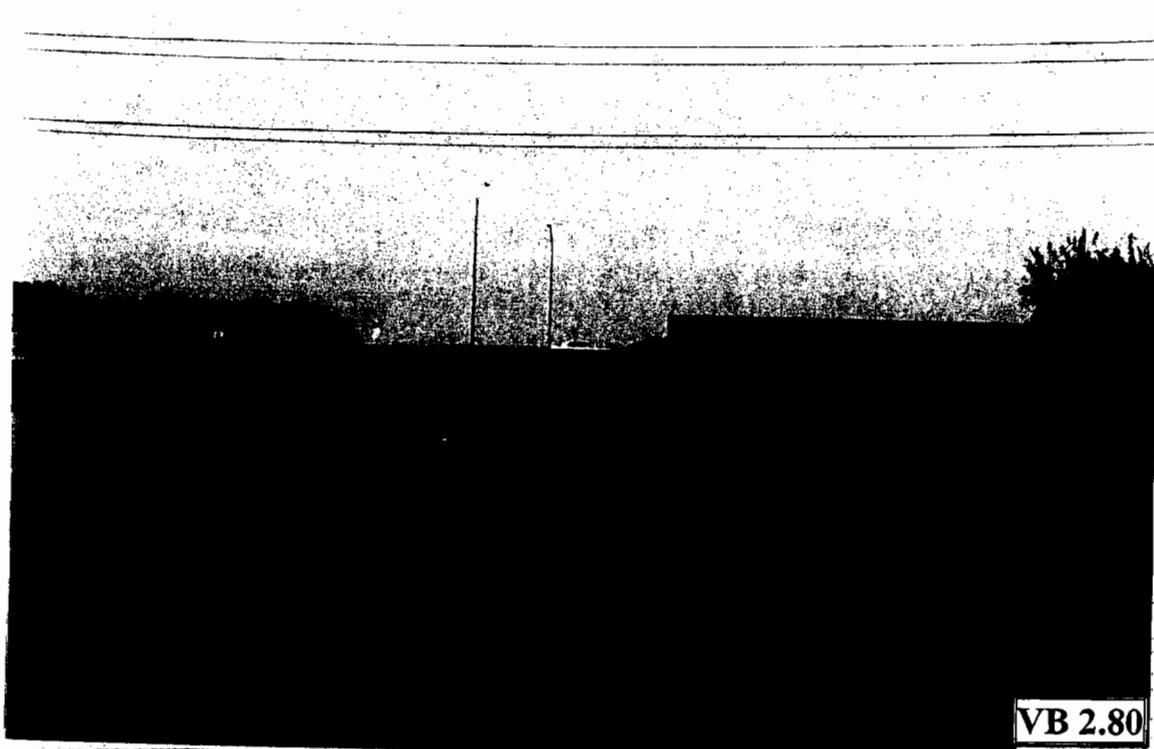
project: Norfolk-Va Beach Line abandonment
 firm: Norfolk Southern Corporation
 location/County: Virginia Beach, VA
 Date Created: March 30, 2007
 Created By: Kathy Headrick

0.06, 0.1 0.2 Miles

-  Archaeological Sites
-  Architectural Resources



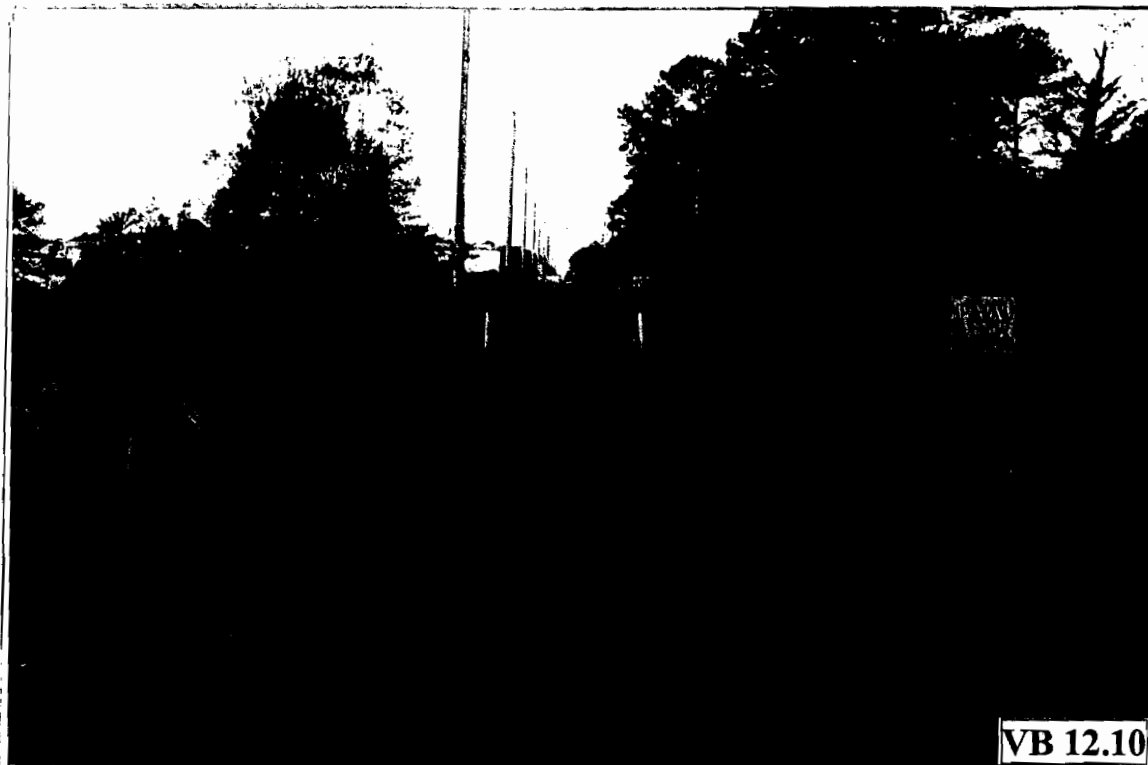




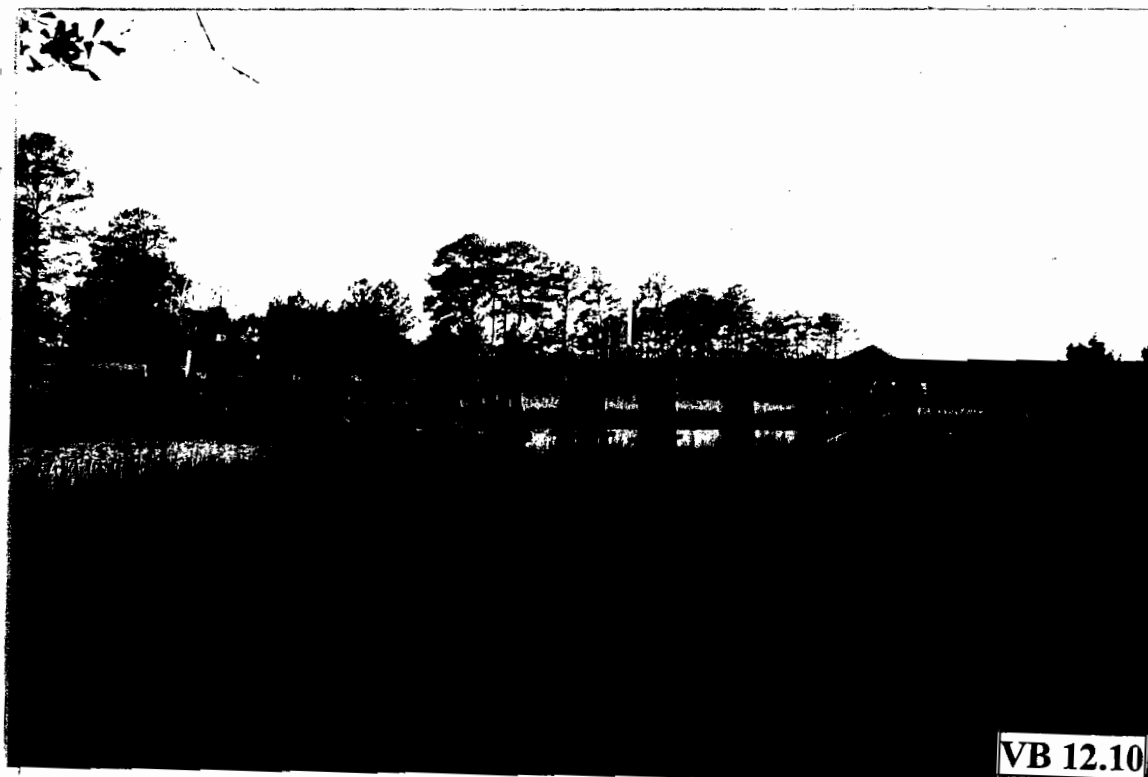


VB 4.41





VB 12.10



VB 12.10